DAILY HONOLULU PRESS.

VOLUME I.

HONOLULU, HAWAIIAN ISLANDS, TUESDAY, SEPTEMBER 1, 1885.

NO. I.

ANNOUNCEMENT.

up of the paper will be changed and improved.

PROPRIETORS DAILY HONOLULU PRESS

ON THE BAY OF FUNDY.

Cruise of the Falcon Among the Blue Noses.

Beyond the Infinite Worriments of Land-In a Whiripool-The Imposing Town of St. John. The Crazy Tides.

For eight weeks I have cruise ! down east on the steam yacht Falcon, at he jolly time we have had. There are eight of us-Rufus T. Bush, the owner, and all family of three and his guests, three ladies and two gentlemen besides. Then there is the captain and his officers and crow of nine more.

The Falcon is an iron vessel, 110 feet long, with a house on her deck finished and deck) than any other yacht in the clubs of New York harbor-more than Jay Gould's, Bennett's or Mr. Astor's. All the state-rooms and the elegant dining room and saloon look | stream as if it were going up. out on the water-not through port holes or bull's eyes, but from ample windows two feet

The boat is at any time willing to face any sea that the passengers like to stand; but, as we have all the time there is, and, having steam, can get about rapidly without hurrying, we let the Falcon poke her nose into deck. It was clear, and there was in the some harbor or up some river whenever a sky a fine sample of new moon.

storm stirs up the deep. It seems to me the ideal way of spending a summer. We go where we please, for Commander Bush, whom, for euphony's sake we have named "Commodore," generously sub-mits the question, "Where next?" to his family and guests, and varies the route as they' prefer. We have visited all the pleasureports of New England, Invo been received by several yacht clubs and saluted by hundreds of yachts, steamers and light-houses, and the Falcon has palpitated with the

bay of Fundy. "Very well; how much does the whole racket cost?" I hear the inquisitive reader asking. Not far from \$1,000 a month, I believe for everything. This sum seems large; but the reader should remember that the Falcon's saloon table is always spread with

the interest on the investment. The Falcon cost something like \$35,000, I believe; but, as her hull is of iron and she receives the

We have all gained in health; and why should we not, for we see few daily papers. We are beyond the infinite worris land and the fretting botherments of home. We have yet to see the first warm day: we talk no politics, and we have nothing to do but to fish when we are at anchor, and when flying from port to port to lie off in our st amer chairs under the broad awning and read the latest novel, or, perchance, sleep the sleep of the indolent. If we feel particularly lively we gather about the piano in the forward saloon and see what pleasure we can get out of that. If we are languid and yet ambitious, we start the big music-box in the dining-room and lounge on the sofas of embossed velvet.

The Falcon was built four years ago for President Garfield, was in part owned by him and was used by him and his friends on the Potomac; and, when we were at Bar Harbor Mr. Blaine said he once had a trip on her with Garfield, and would like to cruise around Mount Desert in her. But our desire to visit Nova Scotia would not permit us to wait for him.

Coming up the harbor of St. John, New Brunswick, at high tide in a yacht is a good strom in a wherry. The Falcon trembled a good deal on her sturdy legs, and her red, white and blue drapery fluttered with something like apprehension as the contending tides danced around and clutched her keel and shook her from stem to stern. The harbor boiled in a thousand cauldrons bubbled furiously and whirled swirled. Through all the Falmade her way to a spot which the captain thought was safe off King street, opposite the center of the town. Then two bells were rung to back, the anchor was hoisted over the side, the word was given to the sailors to "let go," the anchor chain rattled angrily through the hawser-hole, and the boat was fast. At the same moment, Commodore Bush pulled the fuse-lanyard. and our cannon sent up a mollifying salutation to the British lion, and a song of congratulation that we had got safely into the

harbor on top of a thirty-foot tide. St. John is a very imposing town, seen from the bay, perched high upon a knob of the Laurentian granite, clean and steeple crowned. We went ashore in the gig, and four stout men at the oars could just hold their own against the furious tide, now sweeping out. The water was nearly level the top of the wharves-within three feet. The town bears close inspection. The streets are broad and straight, and as they are blasted through granite, the job of pavsents such a commercial aspect or such continuous lines of handsome stores, and waremouldering contiguity of the dead. It is a famous landscape, form the chief secret of good place for tramps, but hardly up to the the beauty of our girls."

requirements of open-air courting. To see a rustic couple spooning there, sitting on a horizontal grave-stone and swinging their legs in rapture while the efface with their obtrusive anatomy the whole of the tender A L THURSTON. or stimulating inscription, there are few

had been "a sea change." The tide that was there when we came ashore had gone to the Sandwich Islands, and was now delivering its Yankee message at Honolulu. The water had dropped twenty feet or more, and the side of the wharf was now a perpendicular pasturage of sea grass and alimy dules. The half dozen yestela the even letting down their reight to the wharf of Market slip

when we arrived were now holsting it up to the wharf at the end of the flying boom. When that night we turned in-Neptunese for "went to bed"-the harbor was a merry Bedlam of quarreleome currents. For the reader will not fail to remember that we were in the very mouth of the St. John, the largest river on our coast between the St. Lawrence and the Mississippi, which is navigable for steamers for 270 miles and discharges an enormous volume of water over the twenty-foot falls, just above where we were floating. In the harbor it has erected a sort of sub-marine deita, and it has fallen into the bad habit of rushing down one channel and dencing up another in a tireless rigadoon. Add to this a gluttonou, sea tide equipped with saloons and state-rooms in the | that runs up at the rate of a thousand miles luxurious manner of a Puliman palace car. an hour or less, and piles itself up as if She has more room where guests can be anxious to possess all the adjoining land, a more thoroughly comfortable (that is, above crazy tide that never goes in one direction a yard at a time, but sweeps in fearful eddies up stream when it is flowing out, and down stream when it is flowing in, and across

> About midnight I was awakened by a heavy and swift foot on deck overhead. I ened and heard eager voices. Then a sailor rapped at the door of the commodore's room near by and said; "Cap'n wants to see you at once, sir!"

I rose, slipped on something, and went on

"We're adrift, sir, and running with the rising tide," said the captain, as the owner came on deck. "She has slipped her anchor, and is rushing up under the falls, and I don't know what the mischief to do!" He did not, of course, say "mischief," for that is not a nautical word.

Instead of mischief, he appealed to the old King-bee of mischief, whose name the pulpiteer tells us we should never take in vain. And the captain didn't take it in vain. For as soon as the K. B. of M. got Jumbo tide in all parts of the convulsive time to turn around and reflect, he released his clutch of the anchor-chain, and the flukes caught in the rock and held! "She's bit," the captain said, if she holds

's all right. If she lets go again we will be

under the Falls in ten minutes unless I can run her ashore. And there's no steam up. She held her grip for half an hour and we the best the market affords, and that turned in again, not a little anxious. The the crew, instead of living like crews of the captain walled the deck all right. The next ocean steamers and of a good many yachts. | morning the Falcon crept back, and the This expense, of course, does not include a twenty-foot cube of timbers, anchored to the bottom. All seemed sweet at least, but that night we were buffetted by that buoy, and jammed, and jammed, best of care, she is not allowed to deteriorate and jammed, till some of the sleepers dreamed that the earth had collided with a comet, and some that they were going up Mount Washington and the car got away from the locomotive, while some of the sleepers weren't sleepers at all. It seemed as if such a one-sided boxing match must have bruised the Falcon's bend, and the nmodore said next morning that when be got back to New York he would have her bumps examined by a marine phrenologist in the ship-yard. W. A. CROFFUT.

> A CITY OF PRETTY CIRLS. The Way Steep Streets and Pure Air Contribute to the Beauty of Quebec Women.

IN. Y. Sun.1 "There are no hously girls in Quebec," a native-born Canadian said to a visitor to the ancient citadel city of Canada. "I have of en stood at a window and watched for one in the throng passing on the side walks, but I have never yet seen a Quebec girl who could be described as ugly. 1 don't claim that they are all absolutely beautiful; but there is something in the clear, invigorating air, and perhaps in the soil and surroundings of this lofty and rocky city, that gives them sparkling deal like traversing the Norweigan mael- eyes, brilliant complexions, and elasticity of step. Montreal is full of pretty women, bu Quebec can beat her in that respect Have you noticed how easily our Quebec girls climb the steep city streets. they are ascending a sidewalk that slopes upward at an apparent angle of thirty de-grees, they don't seem to mind it. They don't lag, they don't get out of breath, they don't stagger from one side of the walk to the other. They just go up as lightly and gracefully as any lady can walk across a parlor floor. You can't do It and keep pace with them, unless you've been brought up here. They'd tire you out before you got half way from Breakneck Steps to Dafferin Terrace. The axercise they get is partly the secret of their

"Then there's another thing that helps. They're out of doors half the time. On a pleasant eve ing the terrace, that broad plank promounds which stretches for a quarter of a mile along the top of the ecipies under the brow of Cape Diamond, is crowded with them, strolling in pairs and groups, chatting, laughing, and perhaps flirting a little. You don't mind that, do you? No. Well, look what a pleasure-ground it is. Two hundred feet ove the waters of the St. Lawrence, and facing one of the very finest views in the Gener world, as everybody admits, which extends from Point Levi down the river to Cape Tourment, and from the gorge of Montmorenei far back among the Laurening is not expensive. I don't know a town tiau Mountains. You can't blame us Queof 85,000 inhabitants in the State which prewhere the Quebec girls breathe the pure air that puts roses in their cheeks and the houses. The parks are not exactly festive, anap into their eyes. Yes, sir; steep the finest being laid out in the old grave streets and plenty of fresh air, and, peryard, with nothing to enliven it except the | baps, the subtle influences of a world-

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We wandered around three or four hours, and when we got back to South Wharf there

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